

MRB South GBR: LA 1 to LA 30 Connector

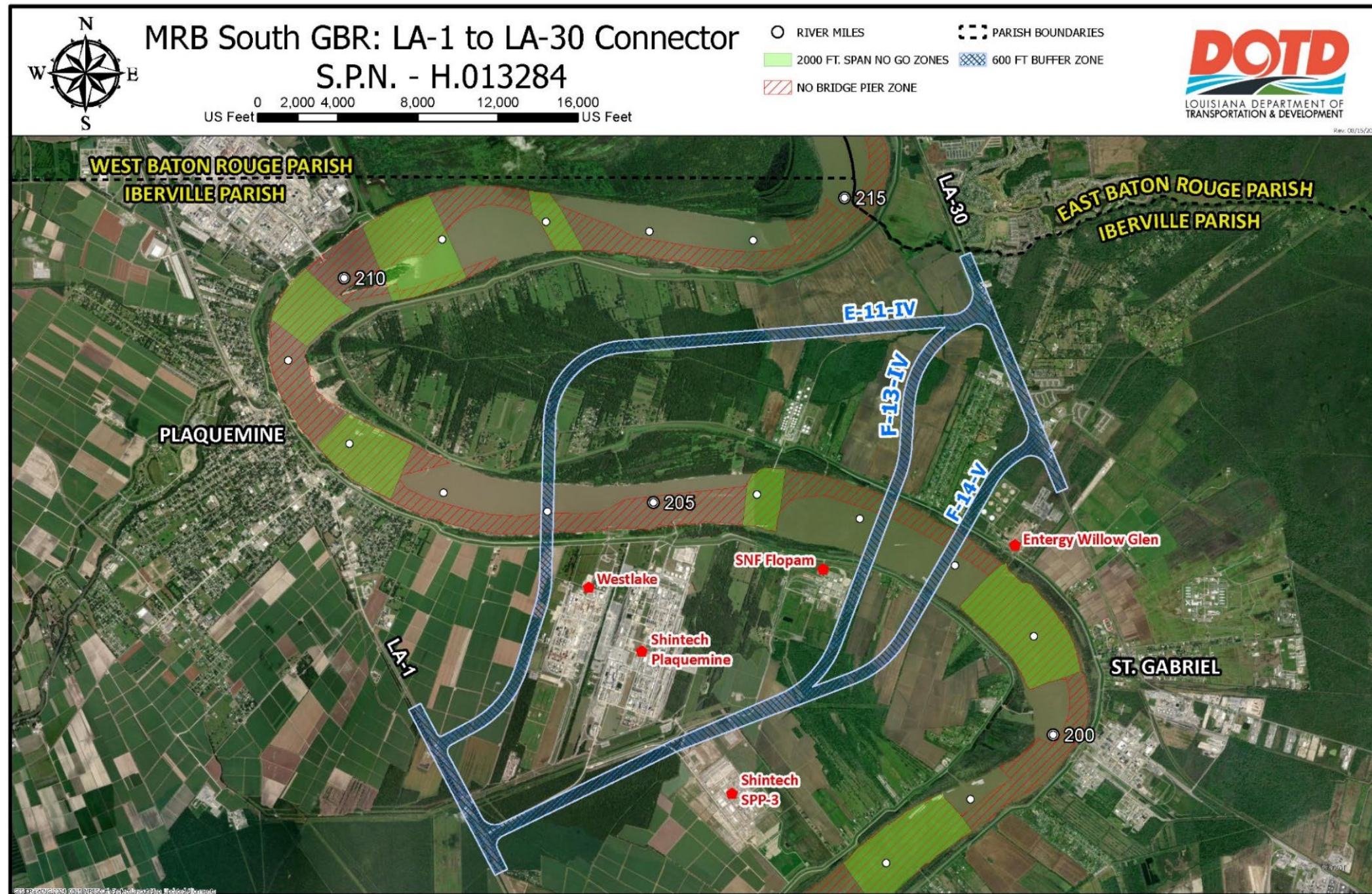
CARB-D Update

March 30, 2026

Christina Brignac, P.E.



What is the proposed project?



A new crossing of the Mississippi River between the I-10 bridge and the LA 70 (Sunshine) bridge

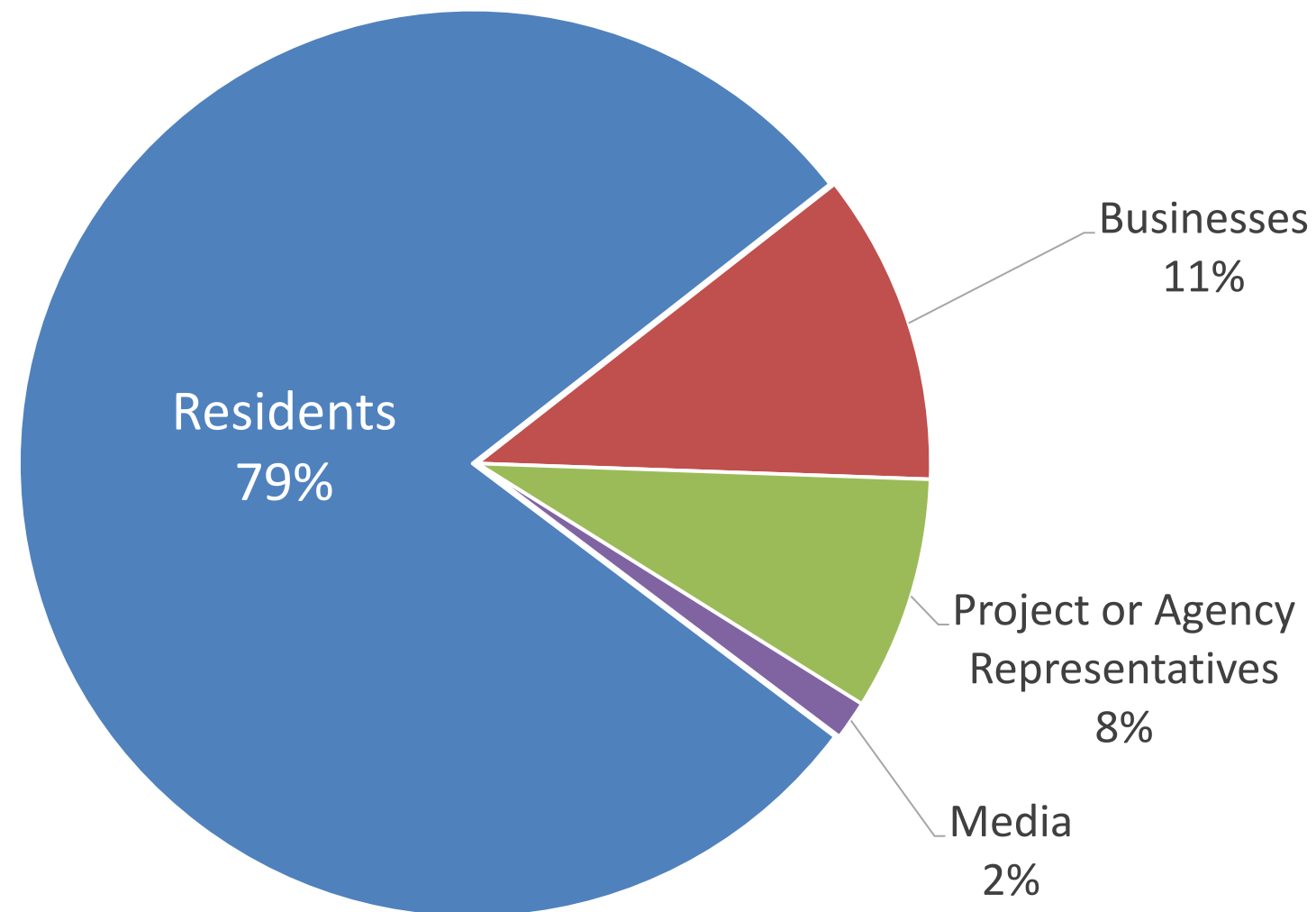
State Project No. H.013284

Work Completed since December 2025

- Agency scoping meeting - February 23, 2026
- Advanced the mainline and interchange concept designs
- Held two public meetings - March 10th and 12th, 2026
 - March 10th: Iberville Parish, West Bank - 73 attendees
 - March 12th: Iberville Parish, East Bank - 106 attendees
 - Disparate opinions on alternative preferences
 - 174 total comments

March 10th 2026 Public Meeting Iberville Parish, West Bank

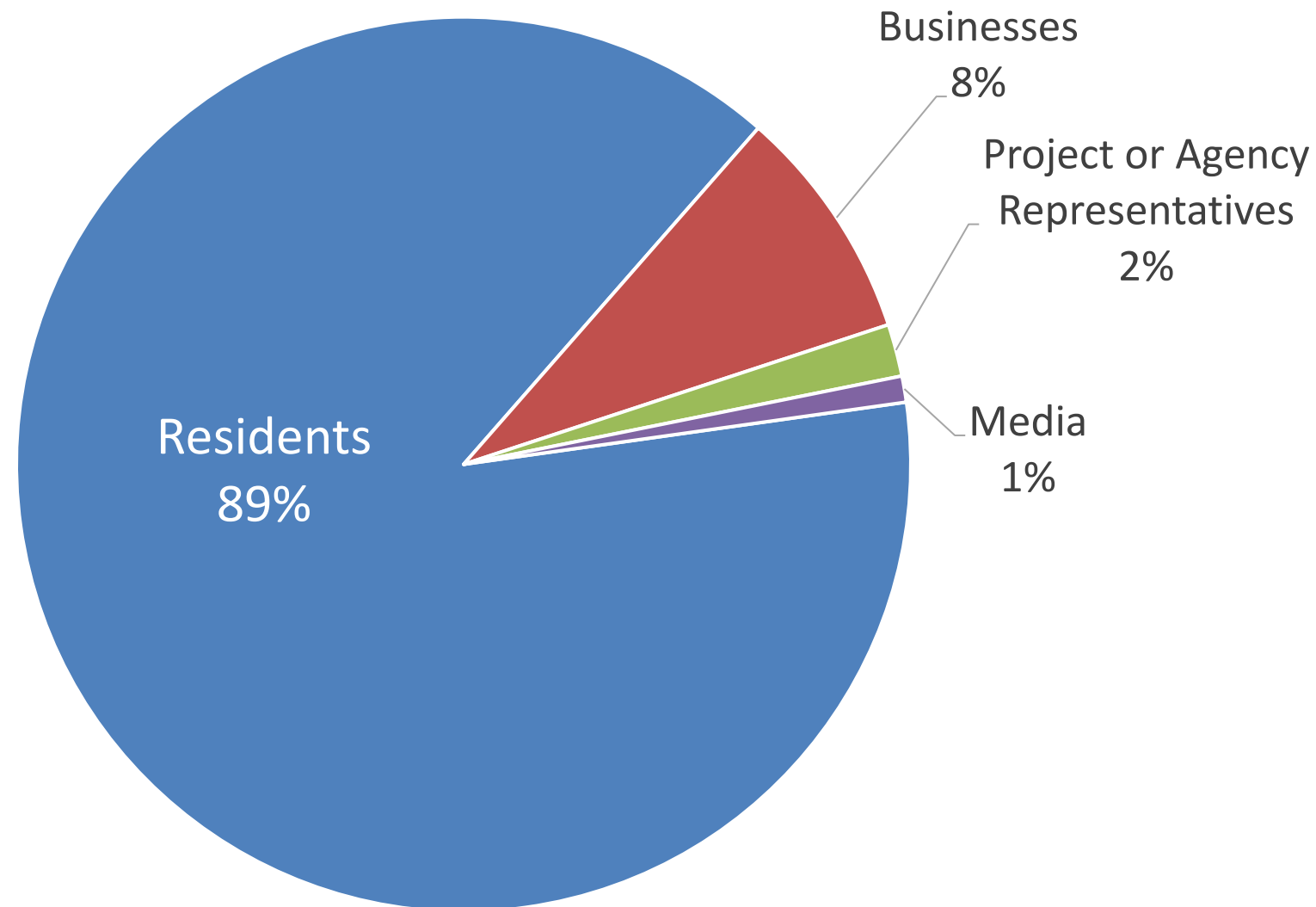
Mar. 10 in Plaquemine



- Plaquemine Public Meeting 3/10/26
 - 73 in Attendance 79% identified as residents

March 12th 2026 Public Meeting Iberville Parish, East Bank

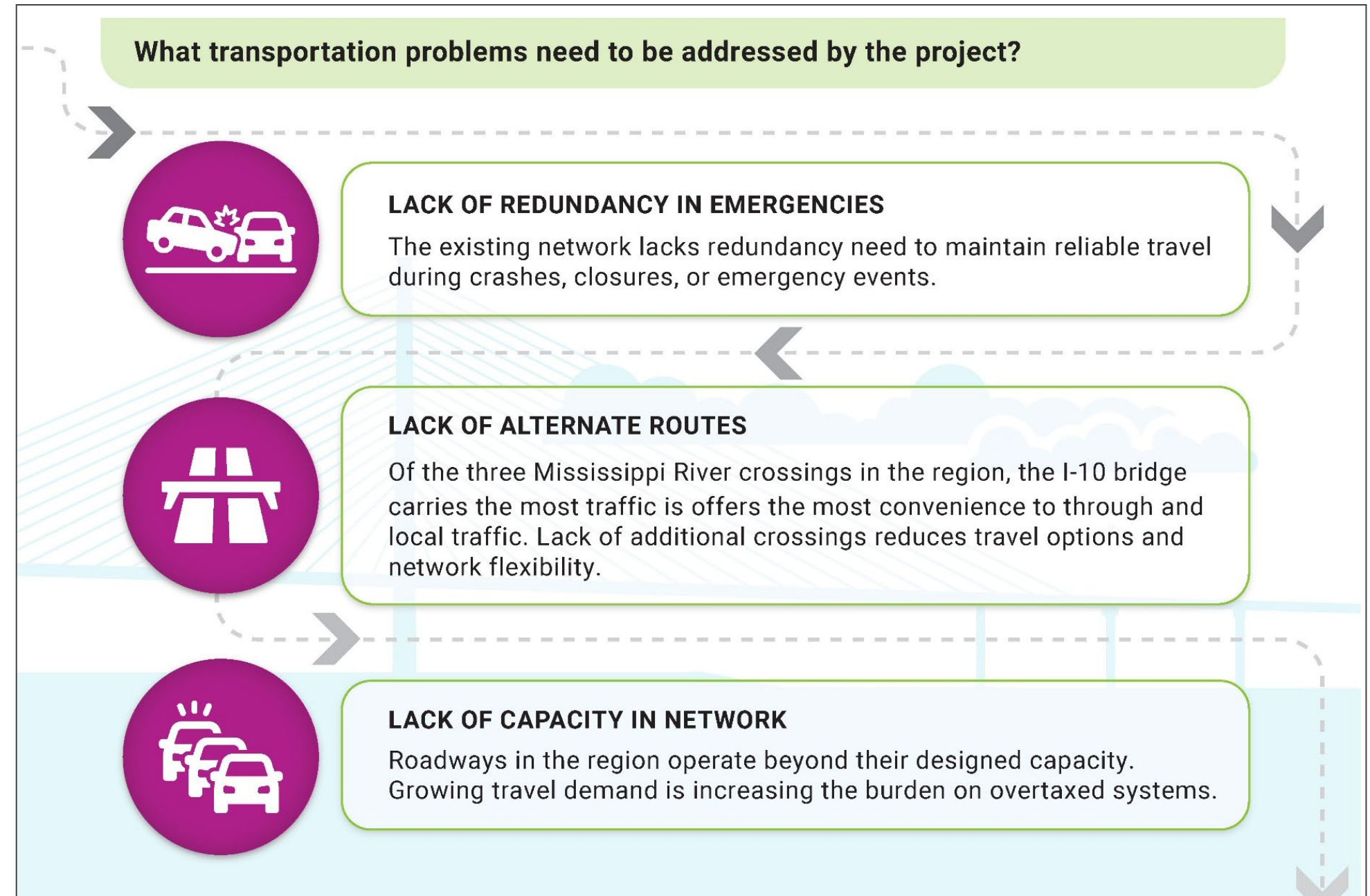
Mar. 12 in St. Gabriel



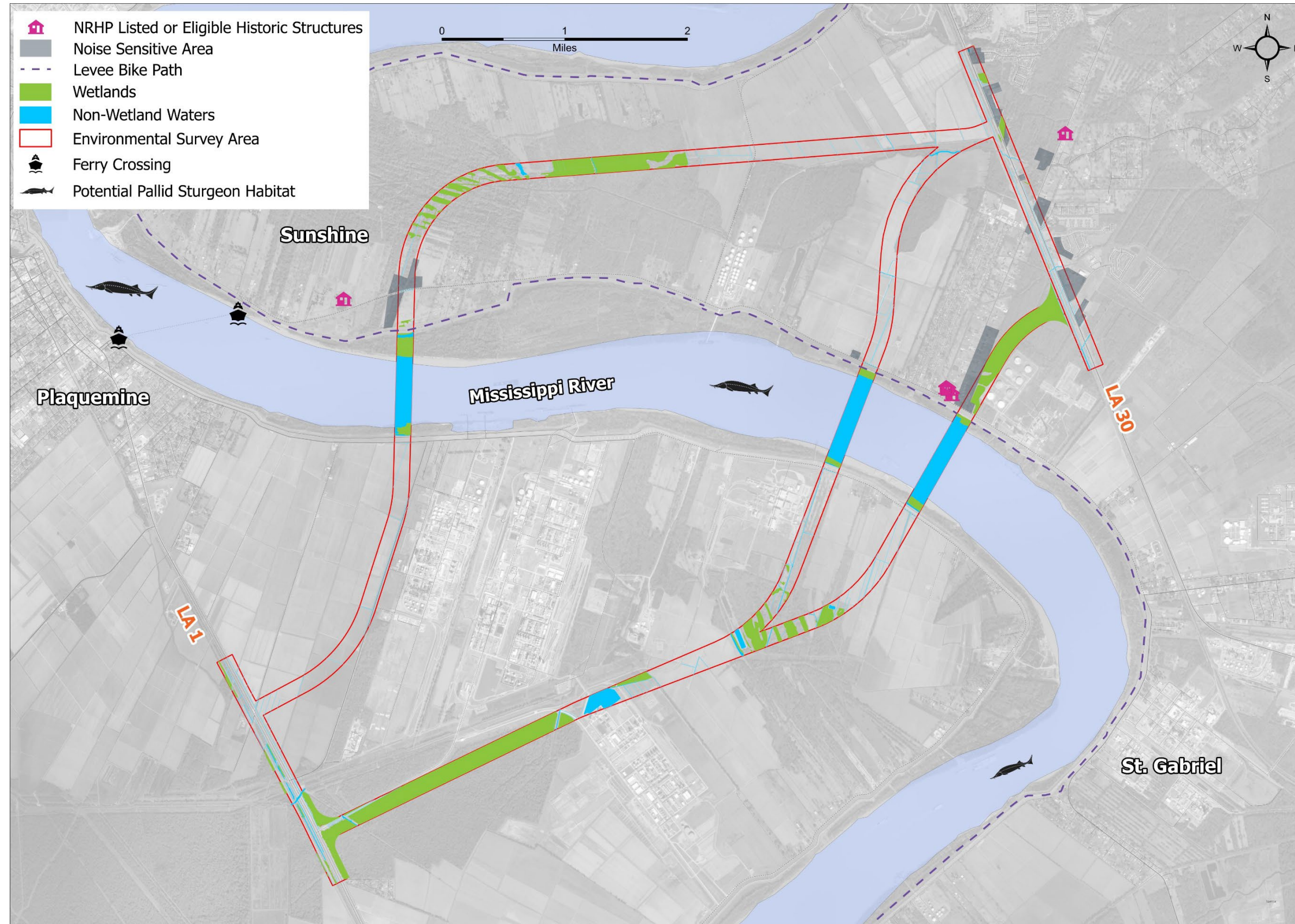
- St. Gabriel Public Meeting 3/12/26
 - 106 in Attendance 89% identified as residents

Project Purpose and Need

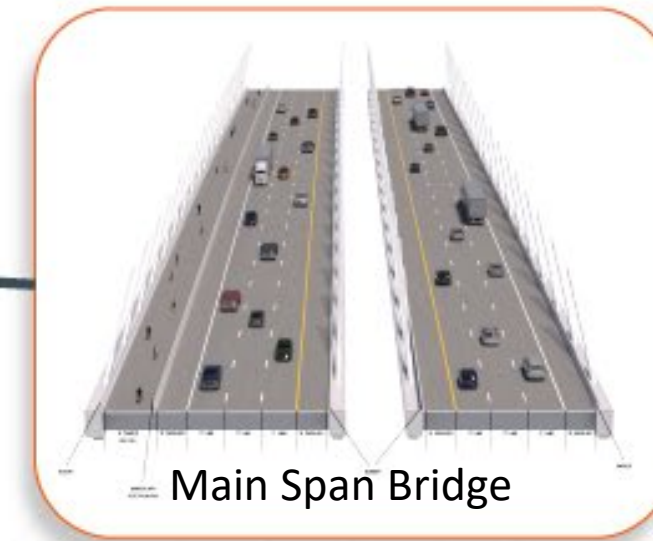
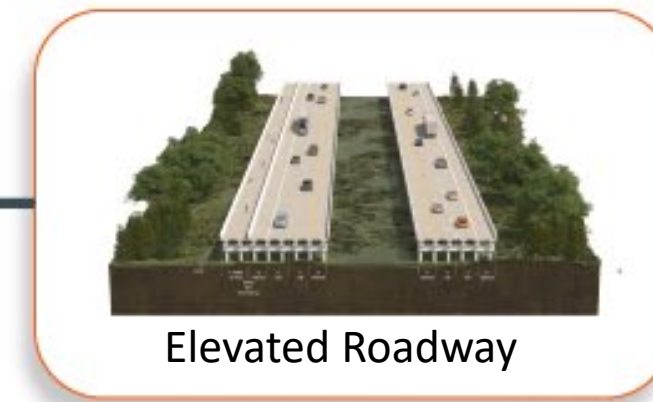
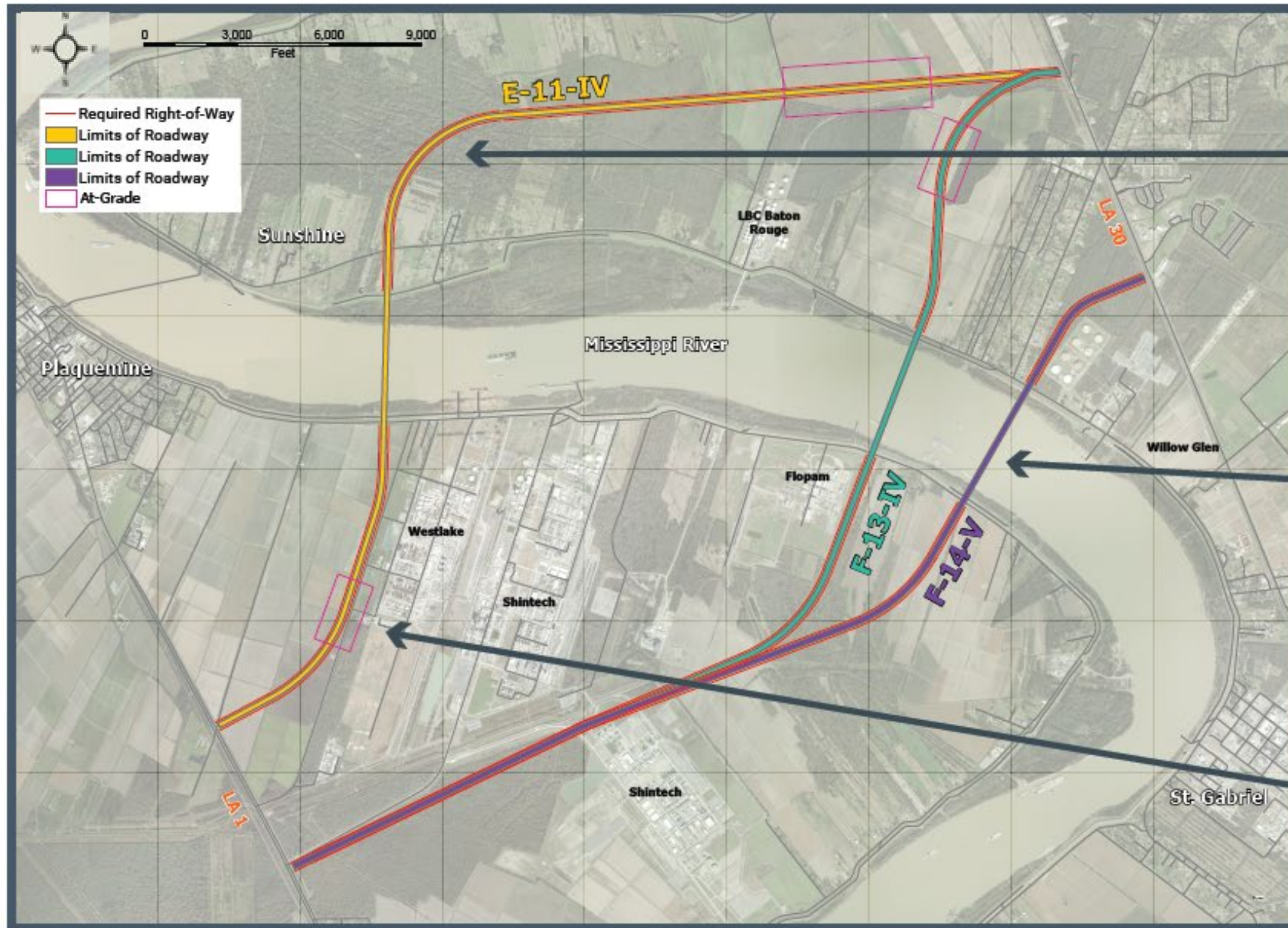
- The purpose of the proposed project is to provide increased capacity to the area network with improved connectivity across the Mississippi River and to provide an alternative route during incident related closures (particularly on I -10 and LA 1).



Existing Environmental Conditions



Proposed Cross Sections



Next Steps

- Identify a preferred alternative
- Conduct additional field data and impact analysis -
- Draft EA 30 -day public review
- Public hearings will occur midway through the public review period

➤ Complete Remaining Technical Studies (Noise and Air Quality)

➤ Detailed Alternatives Evaluation

➤ Identify a Preferred Alternative and Collect Additional Environmental Survey Area Information

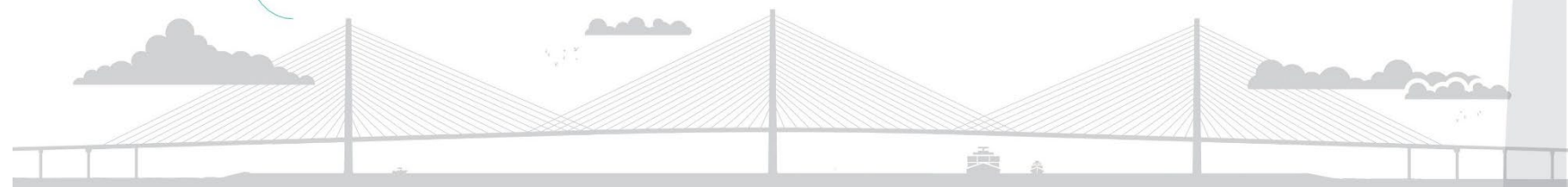
➤ Prepare Draft EA, the presumed Class of Action

➤ Define Mitigation

➤ Public Hearing (late-2026)

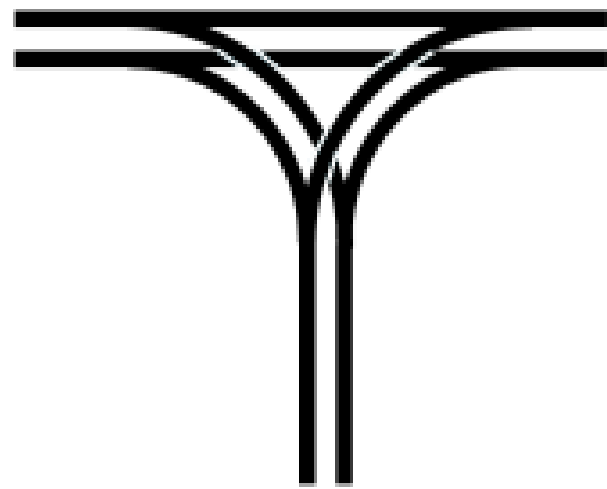
➤ Prepare Final EA with Finding of No Significant Impact (FONSI) or Notice of Intent (NOI) to Prepare an EIS

**Public and Agency involvement continue through the FONSI or NOI*

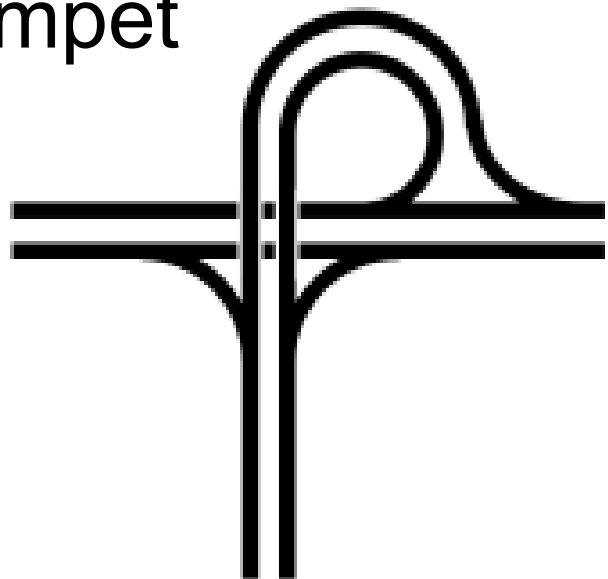


Interchange Options

Flyover



Trumpet



- Concept models of each type of interchange option were displayed on the exhibits for each alternative.
- Options were developed for the tie ins to LA 1 and LA 30 for all three alternatives.
- All options are elevated over the railroad tracks at LA 30.

E.11.IV Interchange Options

Each alternative has been designed to accommodate three lanes in each direction for the main span bridge and two lanes in each direction for the roadway.



Approximate Construction Cost: \$1.78 billion

This cost estimate is for the current year (2026) and includes:

- construction of the bridge and roadway, including the elevated sections,
- right-of-way acquisition, and
- wetland mitigation costs.

It does not include final engineering design, additional environmental mitigation costs, or utility relocation.

This cost will be refined and updated for the Preferred Alternative and will be presented in the draft EA.



Possible bridge type for this alternative.

F.13.IV Interchange Options

Each alternative has been designed to accommodate three lanes in each direction for the main span bridge and two lanes in each direction for the roadway.



Approximate Construction Cost: \$2.03 billion

This cost estimate is for the current year (2026) and includes:

- construction of the bridge and roadway, including the elevated sections,
- right-of-way acquisition, and
- wetland mitigation costs.

It does not include final engineering design, additional environmental mitigation costs, or utility relocation.

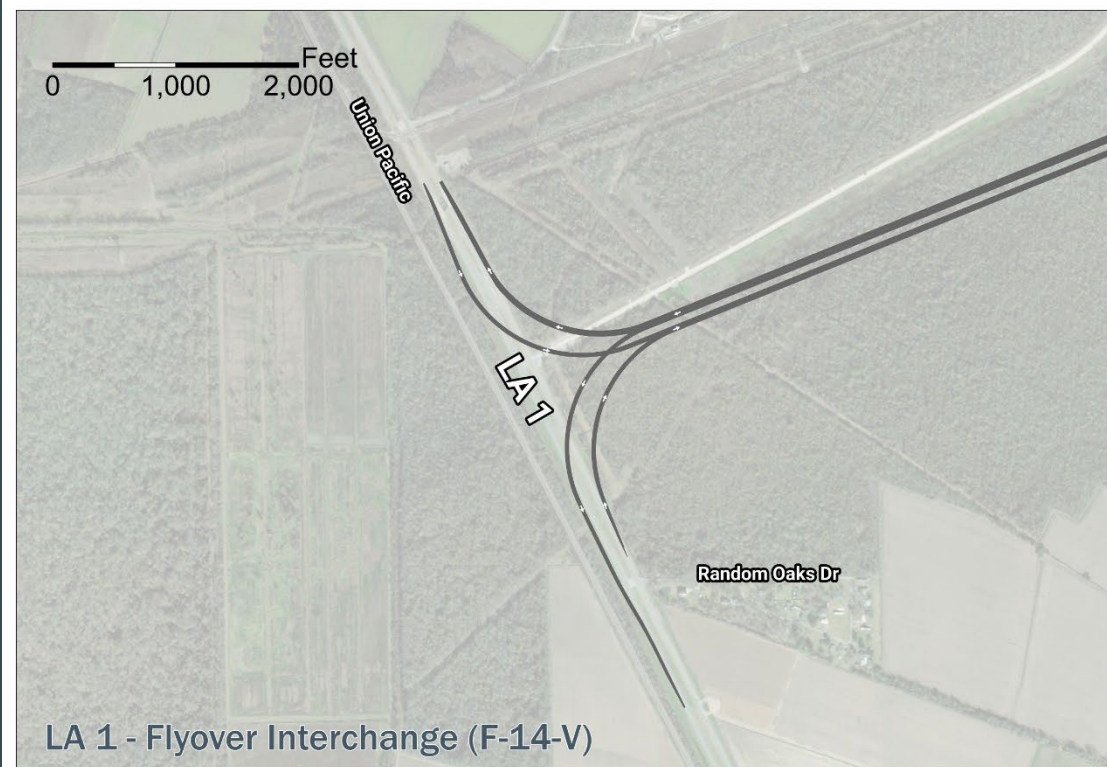
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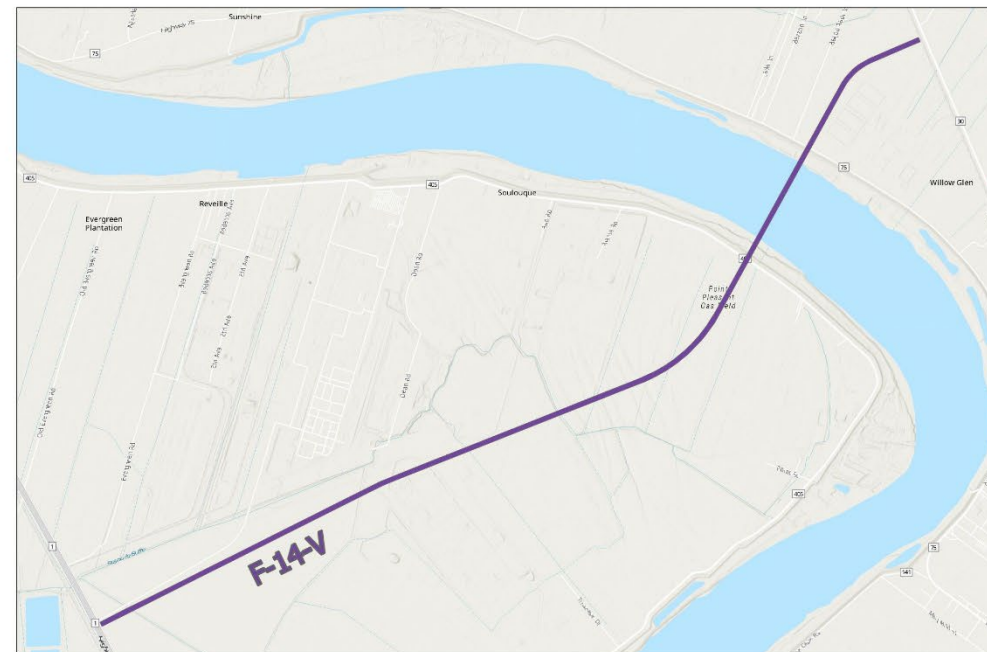
Possible bridge type for this alternative.

F.14.V Interchange Options

Each alternative has been designed to accommodate three lanes in each direction for the main span bridge and two lanes in each direction for the roadway.



LA 1 - Flyover Interchange (F-14-V)



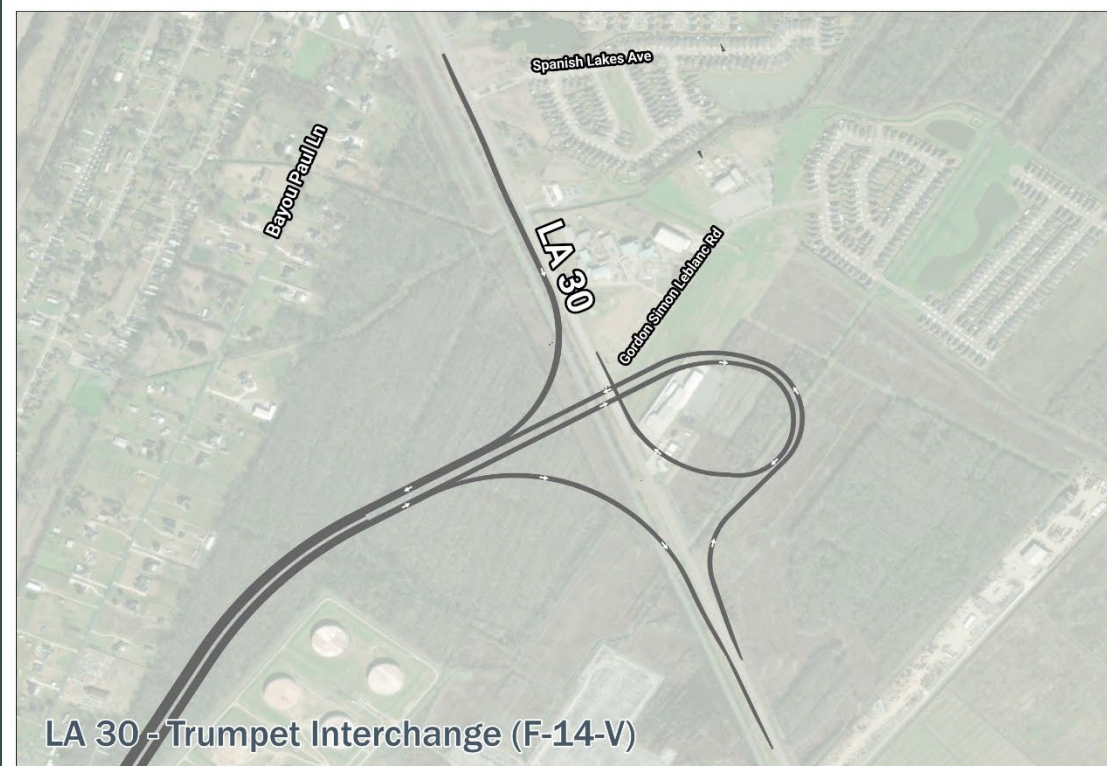
Approximate Construction Cost:
\$2.04 billion

This cost estimate is for the current year (2026) and includes:

- construction of the bridge and roadway, including the elevated sections,
- right-of-way acquisition, and
- wetland mitigation costs.

It does not include final engineering design, additional environmental mitigation costs, or utility relocation.

This cost will be refined and updated for the Preferred Alternative and will be presented in the draft EA.



LA 30 - Trumpet Interchange (F-14-V)



LA 30 - Flyover Interchange (F-14-V)



Possible bridge type for this alternative.